

DEWEY'S REAL SENTIMENTS ABOUT THE PHILIPPINES.

What the Admiral Said That Is Authentic and Not a Guesswork Interview for Which Nobody Will Stand.



Admiral Dewey on the Olympia.
(From a photograph taken by the Journal's
special photographer.)
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and Advertiser.)

A DILETTANTE paper in this city devoted a large section of its front page yesterday to a curious attempt to bolster up an unauthenticated, guesswork interview which the correspondent of the London Daily News is alleged to have had with Admiral Dewey at Naples on August 21. The Admiral was put in a position of opposing the retention of the Philippines. The interview was pronounced a fake at the time of its appearance, and has never been taken seriously.

The paper which reproduced it yesterday had, according to its own story, cabled the Admiral, its own correspondent and the editor of the Daily News, asking them all the same question, "Was the interview authentic?" And the dubious composite reply to all three cablegrams was that the Admiral would neither affirm nor deny the interview.

In order to remove all doubt in the minds of forgetful persons as to Admiral Dewey's real position in regard to the Philippines, the Journal reproduces here the genuine interview obtained from the Admiral on board his flagship, the Olympia, in Hong Kong on May 23 by the Journal's special correspondent, Edward Wildman, brother of the United States Consul at Hong Kong.—It appeared in the Journal of May 24, and is as follows:

The Only Authentic Interview with Dewey.

"I have the greatest enthusiasm in the future of the Philippines. I hope to see America's possessions the key to Oriental commerce and civilization. The brains of our great country will develop the untold agricultural and mineral richness of the islands."

"WE MUST NEVER SELL THEM. SUCH AN ACTION WOULD BRING ON ANOTHER GREAT WAR. WE WILL NEVER PART WITH THE PHILIPPINES, I AM SURE, AND IN FUTURE YEARS THE IDEA THAT ANYBODY SHOULD HAVE SERIOUSLY SUGGESTED IT WILL BE ONE OF THE CURIOSITIES OF HISTORY."

"The insurrection is broken. There will be no more hard battles, and the new era for the islands that was temporarily delayed by the rising will soon begin. Aguinaldo and his generals must be captured, and then the very semblance of an insurrection will cease. Aguinaldo's name is the real power among the natives."

"Wherever we go it is always Aguinaldo. The officers of the Tagalos, civil and military, tell us they have no power to treat for peace until they hear from Aguinaldo. Foreigners and natives testifying before the Peace Commission, all testify to the same state of facts."

"Many of the island provinces that were once warlike are anxious for peace, and will accept the American terms as soon as the Tagalos of Luzon are whipped into line, but they dare not treat with us as long as Aguinaldo has the power to confiscate property or punish those who offend him."

"THE END IS NOT FAR OFF IF WE PUSH RIGHT AFTER THEM. We must concentrate our troops and vigorously prosecute the campaign in Luzon. That is our whole task. The southern islands will quickly fall in line. This, I hope, will not be long in happening."

NOW IS THE TIME FOR THE PEOPLE TO BUILD THEIR OWN TUNNEL FOR RAPID TRANSIT.

At Last the Plan So Long Advocated by the Journal Can Be Carried Out Without Delay.

Comptroller Coler Says the Time Is Ripe—Mr. Whalen Agrees and Calls a Conference.

THAT Comptroller Coler is in earnest in believing that there is no longer any reason for delay in solving the rapid transit question there can be no doubt.

But the best part of the good news is that the coming tunnel will be owned, as the Journal has insisted from the first that it should be, by the municipality.

To the people will go the profits of the tunnel franchise, which, Mr. Coler believes, will exceed the fondest dreams of its projectors.

From the inception of the tunnel idea the Journal has insisted that the people must run the underground road. How ready they were and how confident in their belief of the absolute success of the enterprise was shown when the people followed the Journal's subscription of \$5,000,000 with sums which aggregated 146,883,100, for the construction of the tunnel.

Everywhere the Journal's demand for municipal ownership was accepted as the only possible outcome.

It is also a fact that Corporation Counsel Whalen has invited George L. Rives, of the Rapid Transit Commission, and Edward M. Shepard, counsel to the commission, to a conference at his office tomorrow afternoon.

It is given out that the object of the meeting is to amend the form of some of the contracts offered the city by the firms who wanted to undertake the work.

Mr. Whalen declares that the commissioners have been mistaken in supposing that he was trying to delay action on the contracts offered. He declares he always favored municipal ownership of the tunnel, but that the city has up to now not been in a financial position to make the proposed improvement.

This agrees with Comptroller Coler's utterance at the mass meeting called by the Journal's Vigilance Committee: "The city of New York, if its finances are properly administered and if there are no undue extravagances in any direction, not alone has money enough to own its water works, but it has money enough for rapid transit besides."

ENORMOUS REVENUE IN MUNICIPAL TUNNEL.

WHEN Comptroller Coler gets back from Halcyn Hall, Millford, tomorrow, he will be refreshed for his work of taking up the rapid transit problem and pushing it to the completion on the lines laid down by the Journal's plan for municipal ownership from the beginning.

Mr. Coler so declared himself to a Journal reporter before leaving for Millford to join his family on Saturday.

Comptroller Coler has frequently said to the Journal that the passage of the Constitutional amendment this Fall, which will relieve the city from the debt of its own money market for the city, will increase the city's debt-paying capacity to no further delay in getting to work at rapid transit would be necessary.

Mr. Coler has pointed out that a separation of the city debt from the county debt would make an issue of \$50,000,000 possible immediately. With the margin of \$22,000,000 now on hand and \$13,000,000 in the sinking fund available, an issue of \$85,000,000 of bonds might be made next year.

But Mr. Coler has made this statement to the Journal:

"I am now and have been from the beginning of the opinion that the tunnel should be built in sections. There is no necessity of contracting at once for the whole of annual expenditure ought to be fixed at about \$10,000,000. If this were done, the whole cost of the contemplated undertaking could not be charged up against the city as a debt, and there could be no danger of infringing the debt limit if this course is decided upon."

Whatever opposition there has been made to the tunnel Mr. Coler points out has arisen among those who have a mistaken idea as to the cost of the scheme. On this point Mr. Coler has said to the Journal:

"The one feature of this tunnel enterprise which I do not think can be too earnestly impressed upon the people generally is the tremendous possibilities of the money market for the city. I am convinced that it will not only yield an immediate income sufficient to pay the interest on the investment, but, more than that, would turn enough money into the sinking fund to redeem all the money issued on its account in the course of a few years."

In fact, the rapid transit tunnel will be

LET THE CITY BUILD AND OWN THE RAPID TRANSIT SYSTEM.

The Journal Gas Committee, consisting of Andrew H. Greene, Charles W. Dayton, Louis Wildman, Edward M. Groul, Richard Croker, William C. Church, Theodore W. Myers, Charles O'Connor Hennessy, William E. Kisselburgh, Cornelius Van Cott, Peter H. McNulty and Samuel McMillan, met yesterday and agreed to take up the fight for municipal gas. At the same time, they passed resolutions calling on the Journal to promote the municipal ownership of rapid transit. The Journal therefore demands that the city lay aside ten millions a year out of its revenues to build the rapid transit system, or else issue bonds sufficient to build the system. In the latter case the Journal will itself subscribe to ten per cent. of the bonds and guarantee to float by popular subscription the remainder. In any case the Rapid Transit system must be built and owned by the city.

NEW YORK JOURNAL AND ADVERTISER W. R. HEARST. APRIL 28

AN AMERICAN PAPER FOR THE AMERICAN PEOPLE.

TO HARLEM IN FIFTEEN MINUTES.

Rapid transit—cool rapid transit, the sort that is not limited by the speed of trucks on crowded streets or by the strength of a structure on stilts—is at hand at last.

Real rapid transit means underground rapid transit. That is the only system of transportation, short of a line of flying machines, that can meet the necessities of a city like New York. There must be a solid roadbed, absolutely clear of obstructions, to enable high speed to be reached, and it is only underground that such a roadbed can be secured.

APRIL 29



NEW YORK JOURNAL W. R. HEARST.

AN AMERICAN PAPER FOR THE AMERICAN PEOPLE.

NO PERPETUAL FRANCHISE NEEDED.

It is well that we should know exactly where we stand in this rapid transit matter. The Rapid Transit Commission say that they agree with the Governor that a perpetual franchise to a private corporation would be objectionable, but they wish to have the power to grant one in order to be able to negotiate to better advantage. Of course the Commission are sincere, but their sincerity does not alter the essential fact, which is that the POWER TO GRANT A PERPETUAL FRANCHISE IS ASKED FOR IN ORDER THAT IT MAY BE USED, AND FOR NOTHING ELSE.

If the Commissioners receive that authority they will immediately proceed to exercise it. The tenacity of their demand for it shows that the idea that it will help them in negotiation, unless they intend to use it, is manifestly preposterous. A man who wants to buy a horse for \$100 does not begin by saying: "I can pay \$200 for this horse if necessary, but I should rather get it for \$100 if possible." If the Rapid Transit Commission cannot offer a perpetual franchise, that feature will be necessarily eliminated from the negotiations. If they cash, it will most assuredly be demanded.

There is no occasion for any sacrifice of the public interests to meet the demands of any corporation. The Journal has shown that capital is ready, in practically unlimited amounts, to build the tunnel as a municipal enterprise. The passage by the Assembly of the constitutional amendment separating the city and county debts removes the last obstacle. The adoption of this amendment by the people in the Fall elections will dispose of all embarrassment from the debt limit.

When the present municipal administration came into power the Rapid Transit Commission argued extremely audaciously for a city owned, but complained that it was impossible to build it in the face of the hostility of the local government. Now that the local authorities are enthusiastically in favor of the municipal enterprise, the Commissioners seem strangely reluctant to go ahead. What is holding them back?

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NEW YORK JOURNAL W. R. HEARST.

AN AMERICAN PAPER FOR THE AMERICAN PEOPLE.

THE JOURNAL WILL HEAD A POPULAR SUBSCRIPTION TO BUILD AN UNDERGROUND RAPID TRANSIT ROAD WITH THAT AMOUNT, AS TOLD IN YESTERDAY'S JOURNAL.

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MANHATTAN BEACH TRAINS SMASH; THREE MAY DIE.

Rear Car of a Long Island City Train Is Telescoped.

THREE ARE SERIOUSLY HURT
The Accident Occurred at an Isolated Spot—No Help Near.

AMBULANCES HARD TO GET.
Four Finally Respond After Call Is Sent to Brooklyn.

CAUSE OF ACCIDENT UNKNOWN
The Trains in Collision Were the Last to Leave the Beach for the City.

There was a rear end collision between trains from Manhattan Beach at a few minutes after midnight this morning.

The last train from the Beach for Long Island City leaving the Beach at 11:05 was run into at Vandewater Park by the 11:10 train from Brooklyn.

The rear car of the first train, crowded with passengers, was telescoped.

At least fifteen persons were hurt. Three are reported to be seriously injured.

A call for ambulances was sent to police headquarters in Brooklyn and four responded.

The point at which the accident took place is isolated and the cause of the collision is as yet unknown.

A wrecking train, with several doctors, was sent to the scene from Long Island City.

Six persons were found seriously hurt, of whom three will probably die.

Two of those most badly hurt are women.

MAZET COMMITTEE LOSES ITS SERGEANT-AT-ARMS.

Death of James C. Crawford, Prominent Republican Politician.

James C. Crawford, sergeant-at-arms of the Mazet Committee died yesterday afternoon of typhoid fever, at his home, No. 117 East Seventy-seventh street. He was thirty-three years old and one of the best known Republicans in the State. He had resided in the Twenty-ninth Assembly District since his youth. He was appointed Sergeant-at-arms of the Assembly at Albany three years ago, and on the appointment of the Mazet Committee was relieved of that post to act as sergeant-at-arms for the committee. He was taken ill a week ago. A widow and two children survive him.

LIGHTNING SHOCKS TROLLEY RIDERS.

Derby, Conn., Sept. 3.—During a thunder storm this evening lightning struck and wrecked a trolley car, injuring several of the passengers, one of them, perhaps, mortally.

A north-bound car on the Shelton avenue line was just rounding a curve on a high embankment about two miles from the fatal trestle at Stratford, where twenty-eight men and women were killed in a trolley accident only a few weeks ago.

The twenty-eight passengers in the Shelton avenue car were huddled together to avoid the rain. Suddenly there was a tremendous peal of thunder, directly over the roof, a blinding flash, and the car stood still.

All of the passengers had felt the shock of electricity and many of them jumped down the embankment.

Mrs. Jenny Jackson, of Ansonia, has not yet recovered consciousness since receiving the electric shock.